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**PORT HEALTH DISTRICT
OF WORKINGTON**



ANNUAL REPORT

OF THE

PORT MEDICAL OFFICER

For the Year 1952

BY

JAMES L. HUNTER,

M.B., Ch.B., D.P.H.

Public Health Department,

Town Hall, Workington,

February, 1953.

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MEMBERS OF THE WORKINGTON
PORT HEALTH AUTHORITY

Chairman:

COUNCILLOR J. R. DAVIS

(Workington Borough)

COUNCILLOR E. BARRACLOUGH *(Workington Borough)*

„ J. DOGGART *(Cockermouth R.D.C.)*

„ T. T. GRAHAM *(Workington Borough)*

„ A. HALL *(Cockermouth R.D.C.)*

„ H. H. McMANUS *(Workington Borough)*

„ J. C. MOORE *(Workington Borough)*

ALDERMAN J. POOLE *(Workington Borough)*

COUNCILLOR W. ROE *(Ennerdale R.D.C.)*

ALDERMAN S. WALKER *(Workington Borough)*

TOWN HALL,
WORKINGTON,
February, 1953.

*To the Chairman and Members of the
Workington Port Health Authority.*

Mr. Chairman and Gentlemen,

I beg to submit my Annual Report for the year 1952. This has been prepared in the form and sequence required by the Ministry of Health Form Port 20 dated October, 1952, issued under the new Public Health (Ships) Regulations, 1952.

SECTION 1—STAFF.

TABLE A.

<i>Name of Officer.</i>	<i>Nature of Appointment.</i>	<i>Date of Appointment.</i>	<i>Qualifications.</i>	<i>Any other Appointments held.</i>
John R. Cockfield.	Clerk.	January, 1941.		Town Clerk, Borough of Workington.
James L. Hunter.	Port Medical Officer of Health.	July, 1950.	M.B., Ch.B., D.P.H	Medical Officer of Health, Borough of Workington. Senior Assistant Medical Officer, Cumberland County Council.
Ronald E. Fletcher.	Deputy Port Medical Officer.	October, 1941.	M.B., Ch.B.	Private Practitioner.
Richard James.	Port Health Inspector.	February, 1933.	Cert. R.S.I. and S.I. Joint Board. Cert. R.S.I., Meat and Other Foods.	Chief Sanitary Inspector, Borough of Workington.
Charles E. Pearson.	Assistant Port Health Inspector.	November, 1948.	Cert. R.S.I. and S.I. Joint Board	Assistant Sanitary Inspector, Borough of Workington.

Address and Telephone Number of the
Medical Officer of Health: — PUBLIC HEALTH DEPARTMENT,
TOWN HALL, WORKINGTON,
PHONE: WORKINGTON 85.

SECTION II—AMOUNT OF SHIPPING ENTERING THE
DISTRICT DURING THE YEAR.

TABLE B.

Ships from.	Number.	Tonnage.	Number inspected.		Number of ships reported as having, or having had during the voyage, infectious disease on board.
			By the Medical Officer of Health.	By the Port Health Inspector.	
Foreign Port	154	231,391	11	154	4
Coastwise	337	89,319	—	296	—
Total	491	320,710	11	450	4

SECTION III—CHARACTER OF SHIPPING AND TRADE
DURING THE YEAR.

TABLE C.

Passenger Traffic.

There was no passenger traffic during the year.

Cargo Traffic.

Imports amount to 668,537 tons. Iron ore (609,127 tons) was the chief import, the remainder being ingot moulds, bricks, ganister, coal and Government stores.

Exports amounted to 115,265 tons, comprising pitch, tar, coal, coke breeze, rails, rail chairs, billets, pig iron and sleepers.

Principal Ports from which ships arrive.

Spain.	Almeria, Bilbao, La Calera.
Algeria.	Algiers, Bona, Port Romain, Beni Saf.
Gold Coast.	Takoradi.
Belgium.	Antwerp.
Spanish North Africa.	Melilla.
Norway.	Malimo, Kirkenes, Narvik.
Sierra Leone.	Pepel.
India.	Vizagapatam.
Holland.	Yuimden.
Sweden.	Lulea, Vasteras, Oxelosund.

Coastal trading ships also arrive from numerous ports in England, Scotland, Wales, Northern Ireland and the Irish Free State.

SECTION IV—INLAND BARGE TRAFFIC.

There is no inland barge traffic.

SECTION V—WATER SUPPLY.

1. The Port receives the same supply as the Borough of Workington, and vessels are supplied from hydrants situated on the dockside. The source of supply is from Crummock Lake which has a gathering area of 25 square miles.

2. The character of the water is 1.4 degrees of hardness and is of exceptional purity, proved by chemical and bacteriological examination several times during the year. Treatment of the water is by chlorination and de-incrustation.

3. Every precaution is taken by the Dock Engineer against contamination of hydrants and hosepipes, and regular flushing is carried out.

4. No water boats are used.

SECTION VI—PUBLIC HEALTH (SHIPS) REGULATIONS, 1952.

1. List of Infected Areas (Regulation 6). The Pilots and H.M. Customs are supplied with up-to-date lists of Ports and other areas which are infected or believed to be infected with quarantinable diseases. These lists are prepared from the weekly information supplied by the Ministry of Health.

2. Radio Messages. In accordance with Regulations 13 and 14 (1a and 2), the Dock Office of the Workington Harbour and Dock Board deal with this matter and pass on any information.

3. Notifications otherwise than by radio. When ships are not equipped with suitable radio transmitting apparatus (Regulation 14 (1) (b)) messages are transmitted via the Pilots meeting the vessel off the Port.

4. Mooring Stations (Regulations 22 to 30). The arrangements made under the old Regulations still apply in respect of mooring stations for infected or suspected ships, i.e., Workington Roads off entrance to the Port; breasted off the Quay at the place of mooring, discharge or loading; or the allotted berth in the Prince of Wales Dock.

5. (a) The Hospital accommodation for infectious diseases (other than smallpox) is at the Galemire Hospital, Cleator Moor, and Crozier Lodge, Carlisle.

(b) Surveillance and follow up of contacts. When the occasion arises daily visits are made to the vessel concerned. When members of the crew have left vessels, notifications are forwarded to the Medical Officers of the districts concerned.

(c) Disinfection of ships and articles is carried out by Port Health Officers. Articles for steam disinfection, and persons requiring cleansing, are dealt with at one of the Hospitals.

SECTION VII—SMALLPOX.

1. Cases of smallpox would be sent to the Fairhill Isolation Hospital, Penrith.

2. Transporting cases to Hospital by ambulance would be dealt with by the Cumberland County Council. The vaccinal state of the ambulance crews is satisfactory and under constant review.

3. The Smallpox Consultant is at present Dr. J. Beard, 8, Carlton Gardens, Carlisle (Telephone No. Carlisle 2323), but the panel for this area will shortly be extended by the inclusion of other nominated specialists.

4. Laboratory diagnosis facilities. Full facilities are available under the direction of Dr. J. Steven Faulds, Pathologist, Cumberland Infirmary, Carlisle.

SECTION VIII—VENEREAL DISEASE.

Arrangements have been made for seamen suffering from Venereal Disease to receive free confidential treatment from a Local Medical Practitioner. The hours are from 9 a.m. to 10 a.m. daily excepting Sundays, and 6 p.m. to 7 p.m. daily excepting Sundays and Thursdays. Treatment can also be obtained at the Whitehaven Infirmary, and Cumberland Infirmary, Carlisle. Routine enquiries are made on all vessels and information cards are left.

During the year 9 cases were recommended for treatment.

SECTION IX—CASES OF NOTIFIABLE AND OTHER
INFECTIOUS DISEASES ON SHIPS.

TABLE D.

Category.	Disease.	Number of cases during the year.		Number of ships concerned.
		Passengers.	Crew.	
Cases landed from ships from foreign ports.	Malaria.	—	1	1
	Influenza.	—	2	2
	Scarlet Fever.	—	1	1
Cases which have occured on ships from foreign ports but have been disposed of before arrival.	Malaria.	—	5	
Cases landed from other ships.	—	—	—	—

The Malaria cases occurred on one ship. This was a Norwegian vessel from Pepel (Sierra Leone). Upon arrival the vessel had to lay off the Port for several days owing to neap tides. The vessel was boarded in the “roads” and the Cook’s boy (age 17 years) was found to be suffering from Malaria. He was brought ashore and removed to Hospital. The Steward was found recovering from Malaria but was allowed to remain on board. This vessel had been trading with ports in East and West Africa for some time. Leaving Lourenco Marques (Portuguese East Africa) the vessel visited Matadi (Congo) and was laid in the River for 6 weeks and the crew suffered from mosquito bites. Preventive Mepacrin was issued. At least 5 cases of Malaria had occurred and all recovered excepting one man (age 30), who died when the vessel was on passage between Matadi and Freetown, and was buried at sea. His death was reported at Freetown. It would appear that this man did not take Mepacrin regularly, and the symptoms of illness as described by the Master appeared to be Cerebral Malaria.

On seven other vessels cases of sickness were reported but all proved to be of a non-infectious character.

A cabin boy from a British vessel from Melilla was brought ashore for immediate operation for Appendicitis.

A seamen on a Norwegian vessel from Kirkenes was removed to the Infirmary suffering from blood poisoning.

The Master of a British vessel from Algiers was found suffering from Acute Bronchitis and Streptococcal Tonsillitis and was removed to Hospital.

A seaman on a British vessel from Melilla was found suffering from Rheumatism; a Chief Officer of a Norwegian vessel from Algiers was suffering from Otorrhoea; and two British seamen from Almeria were found suffering from Hernia and injured back, respectively, due to accidents at sea.

SECTION X—OBSERVATIONS ON THE OCCURENCE OF MALARIA IN SHIPS.

With the exception of the cases of Malaria on one vessel reported in the previous section, no other cases were reported.

So far as this Port is concerned cases of Malaria appear to be declining, and this I attribute to the use of Paludrine and other anti-malarial drugs. The majority of foreign going vessels are now carrying these drugs and regular doses are issued to the crew prior to reaching known mosquito infested areas.

SECTION XI—MEASURES TAKEN AGAINST SHIPS INFECTED OR SUSPECTED FOR PLAGUE.

There has been no occasion to take action under this section.

SECTION XII—MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS.

1. All vessels are thoroughly searched for the presence of rats. Stores and provisions are turned. Test baits and traps are laid.

2. Rats caught are sent to the Cumberland Pathological Laboratory, Carlisle, for plague examination. During the year, however, no specimens were submitted. On four vessels only was rat evidence discovered. It was slight and of old standing, and traps and baits produced negative results. The carrying of mineral cargoes always minimises the risk of serious infestation, and considering the rigid inspections now carried out together with the compulsory information to be

supplied on Health Declarations and the necessity to hold current Deratting Certificates, it is not surprising that results are negative.

The dockside and buildings have also received periodical attention during the year, and everything was found satisfactory.

3. Workington is an Approved Port for the issue of Deratting Certificates and Deratting Exemption Certificates. When vessels are required to be treated with Hydrocyanic Acid Gas, a commercial contractor (The Hivey Fumigation Co., Ltd., Liverpool) is engaged.

4. During the year the Masters of three vessels were requested to carry out minor rat-proofing works.

TABLE E.

RODENTS DESTROYED DURING THE YEAR IN
SHIPS FROM FOREIGN PORTS.

<i>Category.</i>	<i>Number.</i>
Black rats	Nil.
Brown rats	Nil.
Species not known	Nil.
Sent for examination	Nil.
Infected with plague	Nil.

TABLE F.

DERATTING CERTIFICATES AND DERATTING EXEMPTION CERTIFICATES ISSUED DURING THE YEAR FOR SHIPS FROM FOREIGN PORTS.

Number of Deratting Certificates issued.		Number of Deratting Exemption Certificates issued.		Total Certificates issued.
After fumigation with	After Trapping.	After Poisoning.	Total.	
H.C.N.	Other fumigant.			
—	—	—	—	19

In addition thirty Rodent Control Certificates were issued in accordance with the Prevention of Damage by Pests (Application to Shipping) Order, 1951.

SECTION XIII—INSPECTION OF SHIPS FOR NUISANCES.

TABLE G.

INSPECTIONS AND NOTICES.

Nature and Number of Inspections.	Notices served.		Result of serving Notices.
	Statutory Notices.	Other Notices.	
British	327	Nil	39
			All carried out excepting one vessel proceeding to dry dock.
Foreign	123	Nil	21
			All carried out excepting two for attention at next Port.
Total	450	Nil	60

Sixty notices were served requiring attention to 72 nuisances or conditions prejudicial to health, viz: —

	<i>British.</i>	<i>Others.</i>
Defective sanitary fittings	10	2 Italian
		1 Greek
Dirty sanitary arrangements ...	5	1 Spanish
		1 Portuguese
Dirty galleys	1	4 Panamanian
		1 Swedish
Dirty wash places	2	—
Dirty provision stores	1	1 Italian
Dirty crew's quarters	3	—
Choked scuppers	5	1 Norwegian
		1 Swedish
Scupper boards to fix	6	1 Swedish
		1 Italian
Lighting and/or	3	1 Panamanian
Ventilation to provide		
Port glasses to provide	2	—
Dirty pantry	—	1 Panamanian
Rat proofing	1	1 Panamanian
		1 Portuguese
Water tanks to clean	4	1 Danish
		1 Greek
Vegetable Lockers to Repair ...	1	1 Swedish
Connect water to showers	—	1 Panamanian
Defective steam pipe	1	—
Clean ice box	—	1 Danish
Relaunders bedding	1	—
Vermin	1	1 Greek
	47	25

The number of vessels entering the Port during the year was 491, an increase of 46 over 1951 and 73 over 1950. The following were the nationalities: —

British	367
Dutch	43
Swedish	29
Norwegian	12
Panamanian	11
Danish	3
Spanish	1
Italian	1
German	1
Costa Rica	2
Portuguese	5
Swiss	1

Yugoslav	1
Finnish	1
Greek	13

491

No foodstuffs were imported during the year.

Enquiries are made from all Masters as to the source of existing water supplies. Samples of water from six foreign going vessels were submitted for bacteriological examination. Four were declared satisfactory and two were suspicious of contamination as faecal organisms were found. The water tanks on six vessels were cleaned out.

SECTION XIV—PUBLIC HEALTH (SHELL-FISH) REGULATIONS, 1934 AND 1948.

There are no shell-fish beds or layings within the jurisdiction of the Authority.

SECTION XV—MEDICAL INSPECTION OF ALIENS.

This Port is not approved for the landing of Aliens.

SECTION XVI—MISCELLANEOUS.

There has been no deaths on board ships during the year. In the event of a death, co-operation with the Shipping Agent would take place. Past arrangements have always worked satisfactorily.

During the year the Ministry of Health revoked the Parrots (Prohibition of Imports) Regulations, 1930.

The Public Health (Ships) Regulations, 1952, came into force and revoked the Port Health Regulations, 1933 and 1945. The new Regulations are in conformity to the International Sanitary Regulations adopted by the Fourth World Assembly in May, 1951, for the sanitary control of ships arriving at or leaving ports in England and Wales.

The Authority during the year considered a report regarding a contravention of Article 16 of the Port Health Regulations (now revoked and replaced by Regulation 18 in

the new legislation). It was decided to warn the person concerned. No unauthorised person must board or leave a ship until it is free from control under the Regulations, and proceedings will be instituted against future offenders.

The co-operation of H.M. Customs, the Pilots, Mr. Bridgewater (Manager) and his Dock Staff has continued during the year, thus enabling the smooth working of the various Regulations.

I am, Gentlemen,

Your obedient servant,

JAMES L. HUNTER, M.B., CH.B., D.P.H.

Port Medical Officer.

